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1 INTRODUCTION AND SUMMARY

PURPOSE & NEED

ProStyle Sports is proposing to construct and operate a ProStyle Sports Complex in an island of incorporated land that is adjacent to the City of Lodi's White Slough Water Pollution Control Facility. The property is owned by the City of Lodi. The purpose of the ProStyle Sports Complex project is to provide the City and region with a world class athletic training and sports event center with visitor accommodations, retail commercial and support services. Siting of the facility along a major transportation corridor is important to optimize regional access and ameliorate traffic impacts on local thoroughfares. Another purpose of this project is to use recycled water from the wastewater treatment plant for irrigation of the play fields and other landscaped areas.

ENVIRONMENTAL REVIEW PROCESS

The City, as lead agency, must identify and document the potential environmental impacts of the project in accordance with the California Environmental Quality Act (CEQA), (Public Resources Code Section 21000 *et seq.*), and the CEQA Guidelines (California Administrative Code Section 15000 *et seq.*). The purpose of this Environmental Impact Report (EIR) is to analyze the environmental effects of the project, to indicate means by which to avoid or minimize possible environmental degradation, and to identify alternatives that would avoid or substantially lessen the significant effects of the project. Environmental effects that must be addressed in the EIR include the significant, adverse effects of the project; growth-inducing effects of the project; and significant cumulative effects of past, present, and reasonably anticipated future projects. If the significant effects cannot be avoided or mitigated, each public agency must make findings of overriding considerations prior to approving the project.

Notice of Preparation

On November 24, 1999, a Notice of Preparation (NOP), State Clearinghouse No. 1999112095, was prepared and distributed among responsible and trustee agencies, potentially affected private parties, and the general public. The NOP announced that an EIR would be prepared for the ProStyle Sports Complex project, and identified that the project would include development and operation of a world class athletic training and sports event center with visitor and retail commercial and support services. The NOP and responses to the NOP are contained in Appendix A. The agencies that responded to the NOP were:

- California Department of Fish & Game
- California Department of Food and Agriculture
- California Department of Transportation
- County of San Joaquin Department of Public Health Services

- County of San Joaquin Department of Public Works
- County of San Joaquin Community Development Department
- San Joaquin Vector Control and Mosquito District
- City of Stockton
- San Joaquin Valley Air Pollution District
- Woodbridge Fire Protection District

On October 28, 1999, a scoping meeting was held in Lodi. The purpose of scoping was to identify pertinent environmental issues early in the preparation of the Environmental Impact Report (EIR) and to focus the environmental analysis through involvement of the project proponents and responsible agencies. The meeting also provided an opportunity for interested members of the public to ask questions and provide input regarding the scope of the environmental analysis.

Draft EIR

As an integral part of the public review and project disclosure process, the Draft EIR (DEIR) provides a clear and simple summary of the proposed project and its consequences to the environment. It provides a full evaluation of areas with significant or potentially significant environmental effects. Areas for which no significant impacts are anticipated are discussed in less detail. These information sources are referenced when used and are identified at the back of each chapter of this EIR.

The Draft EIR will be circulated for 55 days to allow public agencies and interested individuals to review and comment on the document. The Draft EIR will be available for review during this period at the following locations:

- City of Lodi Public Library
201 West Locust Street, Lodi, California
- City of Lodi City Hall
221 W. Pine Street, Lodi, California

Public agencies and interested individuals are encouraged to submit written comments on the Draft EIR for consideration and inclusion in the Final EIR. By February 6, 2002, the end of the review period, comments are to be sent to:

David Morimoto
City of Lodi
Department of Community Development & Planning
221 W. Pine Street
Lodi, CA 95240.

To facilitate a clear understanding of the comments, please provide a separate sentence or paragraph for each comment and note the page and chapter of the EIR to which the comment is directed. This approach to commenting on the document will help facilitate the response to comments and preparation of the Final EIR.

A public hearing will be held by the City to provide an opportunity for public comment. The comments received at the public hearing will be recorded and printed in the Final EIR.

Final EIR

At the end of the public review period, responses will be prepared for comments, oral and written, received during the circulation period. The comments and responses will then be included in the Final EIR and will be considered by the City prior to certification of the adequacy of the EIR.

EIR Certification

Prior to approval of the project, the City must certify that the EIR has been completed in compliance with CEQA and must make one or more of the following findings for each significant impact that is identified:

- that changes or alterations have been required, or incorporated into the project, that avoid or substantially lessen the significant effects;
- that the Lead Agency lacks jurisdiction to make the change, but that another agency can or should adopt the change; or
- that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

These findings must be supported by substantial evidence in the administrative record, which includes the NOP, comments on the NOP, Draft EIR, comments on the Draft EIR, Final EIR, comments received during public testimony, as well as all documents enumerated in Public Resources Code Section 21167.6.

Responsible and Trustee Agencies

Other agencies that may need to use this document in approving permits or providing recommendations for the project include, but are not limited to:

- San Joaquin County Airport Land Use Commission
- San Joaquin Valley Air Pollution Control District;
- California Regional Water Quality Control Board, Central Valley Region;
- California Department of Fish and Game
- California Department of Food & Agriculture

- California Department of Transportation
- California Office of Drinking Water
- County of San Joaquin Department of Public Health Services, Environmental Health Division

PUBLIC COMMENT PERIOD

The tentative schedule for processing this EIR is provided in Table 1.1.

Table 1-1

Tentative Processing Schedule

Activity	Date
Draft EIR Circulated (55 days)	December 17, 2001
Public Hearing	January 22, 2002
End of Circulation Period	February 6, 2002
Final EIR Released	March 15, 2002
City Council to Certify the Final EIR	March 28, 2002

BACKGROUND

The following documents were referenced for background information during preparation of this EIR. Copies of these documents are available for review at the City and/or County offices.

- Jones & Stokes Associates, Inc. 1990. City of Lodi Draft General Plan Draft Environmental Impact Report (SCH #89020206).

Provides an analysis of the potential impacts of the City of Lodi's General Plan, which includes the following elements: land use and community design, housing, transportation, recreational and cultural resources, natural resources, and health and safety.

- Jones & Stokes Associates, Inc. 1991. City of Lodi General Plan Policy Document. Sacramento, CA. Prepared for: City of Lodi, Lodi, CA. With contributions from J. Laurence Mintier & Associates, TJKM, and Pepper Associates.

Adopted by City Council on June 12, 1991, the Lodi General Plan's policy paper outlines the assumptions used in formulating the General Plan, contains land use/circulation diagrams and standards, contains elements that pertain to land use and growth management, housing, circulation, noise, conservation; parks, recreation and open space; health and safety; and urban design and cultural resources.

- Baseline Environmental Consulting et al. 1992. Final Environmental Impact Report on the San Joaquin County Comprehensive Planning Program ER 91-3, Volumes I-IV (SCH #91012072).

This EIR assesses the environmental impacts of the San Joaquin County Comprehensive Planning Program that addresses development within the county to the year 2010.

- County of San Joaquin. 1992. *San Joaquin County General Plan 2010*.

Planning document that provides basic information on land use, housing, urban design, economics, transportation, public facilities and services, recreational and cultural resources, natural resources, noise, and safety in the County of San Joaquin.

- Jones & Stokes Associates, Inc. 1988. Draft Environmental Impact Report White Slough Water Pollution Control Facility Expansion, City of Lodi.

EIR that evaluated the City of Lodi's wastewater facility, including the site of the proposed ProStyle Sports Complex.

- City of Stockton. 1990. City of Stockton General Plan Background Report.

Provides detailed background information for various elements of the City of Stockton's General Plan, including land use and community design, housing, transportation, recreational and cultural resources, natural resources, and health and safety.

- City of Lathrop. 1991 (amended 1997). Comprehensive General Plan and Environmental Impact Report for the City of Lathrop, California.

Planning and CEQA document that provides basic information on land use, housing, urban design, economics, transportation, public facilities and services, recreational and cultural resources, natural resources, noise, and safety in the City of Lathrop.

- City of Manteca. 1993. Final General Plan Amendment 93-1 for South Manteca.

A General Plan Amendment document for southern areas of the sphere of influence of the City of Manteca.

- City of Tracy. 1993. City of Tracy General Plan: An Urban Management Plan.

A general plan for the City of Tracy and its sphere of influence.

In addition to the documents referenced above, several other sources of information were used for background data. These information sources are referenced when used, and are identified in Chapter 7 of this EIR.

PROJECT ALTERNATIVES

The alternatives analyzed in this EIR include: the No Project - Existing Conditions Alternative, the Project Alternative, alternative site (Alternative Site Development Alternative), and the Sports Use Only Alternative.

The CEQA guidelines were followed in the development of site selection criteria, then applied to the project as a whole, for the various alternative sites. The goal was to describe the facts and rationale by which rejected sites were deemed infeasible. In all cases, the sites to be considered were adjacent to- or one interchange away from- (in the case of lateral State routes) of the Interstate 5/205 corridor between the junction of Interstate 580/205 and State Highway 12/I-5, south of Sacramento. This rationale was consistent with the regional emphasis of the project, namely to serve the sports needs of both the San Francisco Bay and Sacramento metropolitan areas while allowing major freeway access. Elements from the public scoping meeting and Notice of Preparation were taken into account during the development of the above rationale and selection criteria.

The selected alternatives and the alternatives that were considered and rejected are discussed further in Section 6.0

KEY ISSUES

Potentially significant issues associated with the proposed project were identified through review of comments received in response to the Notice of Preparation, and comments received at the public scoping meeting on October 28, 1999. The issues and known areas of controversy identified through this process include the following:

Seismicity, Soils, Topography & Geology

- The project site will need to be evaluated for seismic hazards and soil stability.
- The stadiums and indoor facilities could be at risk if unstable geological conditions exist on the site.

Water Quality and Hydrology

- One of the primary goals of this project is to reuse the City's recycled water. Therefore, it is critical that the project meets the City's objectives for the use of recycled water in compliance with the City of Lodi's discharge permit.
- The complex must have potable water for non-irrigation use. It is proposed that potable water will be provided by a well onsite, and, therefore, groundwater must be of a potable quality and be able to be treated to state standards.
- Well water needs to be tested periodically to check for potential groundwater contamination from pesticide applications from nearby agricultural plots.
- There is concern over the water quality of stormwater runoff coming from the site.
- The City of Stockton commented that the EIR should include a discussion of percolation tests on the soils at the project site to determine the detention effects of storm water in the soccer fields and landscaping areas.

Land Use

- The project is located in an agricultural area owned by the City. Use of the property must be in accordance with City zoning and land use policies.
- Because the project is located in an agricultural area of the County, there may be potential land use conflicts between the facility and adjacent agricultural operations.
- Citizens are concerned that the project would draw away from revitalization efforts downtown and that the project should be more centrally located within the City of Lodi.
- The San Joaquin County Community Development Department and the City of Stockton identified that the Cities of Lodi and Stockton are currently exploring the establishment of a greenbelt between the two cities. The greenbelt would tentatively be located between I-5, SR-99, Eight Mile Road, and Harney Lane.
- The City of Stockton commented that the EIR should consider the potential for growth-inducing impacts in the undeveloped agricultural area between Stockton and Lodi. The City of Stockton requested that the EIR consider the potential adverse impacts on the retail sales market in north Stockton.

Biological Resources

- The site is currently used for agricultural purposes.
- The site will undergo intense landscaping and construction and will result in an increase of human activity, all of which can disturb species and/or result in the loss of sensitive native plant communities.
- The California Department of Fish and Game (CDFG) noted that wildlife habitats in the project area consist of agricultural lands, which may provide habitat for sensitive species. Records kept by the CDFG indicate the presence of Swainson's hawk, giant garter snake,

California black rail, and western pond turtle in the project vicinity. They recommend that the EIR discuss and provide mitigation for:

- Impacts to fish and wildlife and their habitat, including common species of wildlife;
 - Impacts to significant habitats such as wetlands, including the loss of agricultural ditches which may provide habitat for giant garter snake (mitigation should result in no net loss of wetland habitat value or acreage);
 - Impacts to special-status species, particularly Swainson's hawk and giant garter snake; and
 - Growth-inducing and cumulative impacts to fish, wildlife, water quality, and vegetative resources.
- The CDFG recommends that the EIR provide an evaluation of the proposed project's consistency with applicable land use plans such as the County General Plan and draft San Joaquin County Multi-species Habitat Conservation Plan.

Noise

- Noise levels in the vicinity of the project site are expected to increase with use of the ProStyle Sports Complex. Since the facility offers a wide variety of activities that are available all year, higher noise levels would be sustained on a year-round basis.
- Construction will result in temporary increase in noise levels.
- Significant levels of noise are generated by the nearby airports on a year-round basis and could affect sensitive users at the project facility.

Air Quality

- Since the project is located in a non-attainment area for ozone (O₃), carbon monoxide (CO), and particulate matter (PM₁₀), strict air regulations have been enacted to reach compliance with state air quality standards. The project may cause a temporary increase in these pollutants during construction, and may also cause a more long-term impact due to an increase in vehicle emissions from users of the complex facilities.
- The potential odor impact caused by the nearby White Slough Water Pollution Control Facility is an issue of concern. Odors emanate from the facility at a level that would be perceivable by the complex users. A buffer zone between the water treatment facility and the sports complex may be necessary to reduce odor detection by sensitive users of the project facilities.
- The San Joaquin Valley Air Pollution Control District (SJVAPCD) states that the San Joaquin Valley's air quality is designated as non-attainment by the EPA and the Air Resources Board for ozone and PM-10. The Federal Clean Air Act and the California Clean Air Act require areas that are non-attainment to reduce emissions until standards are met.
- The SJVAPCD recommends that an air quality analysis be performed for the project. The analysis should include, at a minimum, projected pollutant emissions related to increase in

population, vehicle use, and construction, along with a discussion of the effects of these increases. The analysis should identify and discuss feasible mitigation measures that will reduce the air quality impacts from this project. The growth-inducing and cumulative impacts analyses should consider the existing and planned development both within the project area and in the surrounding areas.

- The SJVAPCD recommends using a regional transportation model to generate vehicle activity used to calculate motor vehicle emissions. If a regional model is not available, the District recommends using the URBEMIS 7G modeling program to estimate project emissions.
- The SJVAPCD recommends that the analysis quantify emissions that are individually small but cumulatively significant sources of air pollution, including emissions from natural gas combustion for space and water heating and emissions from gas-powered lawn and garden maintenance equipment.
- The SJVAPCD recommends that mitigation measures be included in the EIR to reduce the emissions of reactive organic gases, nitrogen oxides, carbon monoxide, and PM-10 to the maximum extent feasible. It was recommended that site design and building construction measures to reduce air quality impacts be included, and that opportunities for future growth in and around the sports complex to implement transportation control measures be discussed.

Traffic

- It is necessary to evaluate peak use traffic volumes and their impacts on project ingress and egress, roads, and interchanges.
- There are potential traffic conflicts between project users and agricultural vehicles on local roads. Traffic levels increase during the harvest season as trucks transporting agricultural products use all of the surrounding roads, particularly Thornton Road.
- There may be an incremental contribution to cumulative traffic impacts on the regional transportation system.
- The San Joaquin County Department of Public Works (DPW) requested that the EIR include a traffic study to determine the impact on several County roads, streets, and State routes, and that mitigation be recommended.
- The San Joaquin County Community Development Department (SJCCDD) commented that the project would add significant amounts of traffic to area roads and intersections, and requested that the EIR consider several intersections under project and cumulative conditions.
- The SJCCDD requested that Caltrans and the San Joaquin County Public Works Department be contacted.
- The SJCCDD noted that the traffic study prepared for the Flying J project indicated that the Thornton Road/State Route 12 intersection is functioning at minimal standards without the proposed project. The Board of Supervisors has approved a Special Purpose Plan for the realignment of Thornton Road and the extension of Star Street as part of the Flying J project.

- The City of Stockton recommended that the EIR analyze several specific intersections in the a.m. and p.m. peak hours. The City of Stockton commented that it is likely the project will need to contribute its proportionate share towards improvements to the roadway network and/or construct improvements within the City's jurisdiction to mitigate the cumulative impacts. They requested that the EIR identify the project proponent's responsibility for these mitigations.
- The California Department of Transportation (Caltrans) requested that the EIR include a Traffic and Circulation element that addresses traffic impacts in terms of:
 - Trip generation, distribution and assignment, including documentation of sources and methodology for the data presented;
 - ADT, AM and PM peak hour volumes on all significantly affected streets and highways, including freeway ramps and crossroads, and controlling intersections. This analysis should include traffic volumes for existing and future conditions, the latter for a cumulative build and no build scenario that includes all approved developments in the area. The coverage should include all traffic that would affect the facilities evaluated and should not be limited to projects under the jurisdiction of the local agency;
 - A Level of Service (LOS) analysis that is consistent with the most recent version of the Highway Capacity Manual (HCM) or by a uniform methodology that is consistent with the HCM; and
 - Proposed mitigation, including highway improvements and modal alternates, and any funding mechanisms.
- Caltrans suggested that a scoping session be held during the EIR preparation process to provide an opportunity to agree on the basic traffic assumptions and approach.

Visual Resources, Light and Glare

- The project will result in the transformation of agricultural land to recreational and urban land, which will alter the visual character of the area. A number of fields and facilities will have night lighting, which will result in increased light and glare in the area and on adjacent roadways.

Public Services and Utilities

- The project's location in a rural area may detract from emergency service providers' abilities to provide adequate services. Although a medical clinic will be open at the facility for minor injuries, emergency situations require a higher level of service. Emergency personnel will need to be contacted in order to set up a reliable system that meets the needs of the ProStyle Sports Complex.
- The San Joaquin County Department of Public Works (DPW) requested that the project follow the County's Waste Plan Format, which deals with analyzing and reporting on waste generation, diversion, storage, collection, and disposal.

- The San Joaquin County Community Development Department commented that the EIR should consider impacts to the Woodbridge Rural Fire Protection District and Delta Fire District, and evaluate how responsibilities and costs of providing services would be shared by the two districts.
- The City of Stockton commented that the City has a limited amount of water supply and sewer capacity available to serve existing and planned development. Therefore, the City recommends that any plans for the project to use the City's water supply or sewer system be fully analyzed.

MITIGATION MONITORING PROGRAM OVERVIEW

The Public Resources Code mandates that the approving agency and responsible agencies must prepare a report on how the mitigation measures of the EIR are to be monitored. The Mitigation Monitoring Program presented in Chapter 2 divides project mitigation measures into several types including measures included in the project; planning, construction, and operation measures, and compliance with existing programs. The mitigation monitoring program outlines what mitigation measures need to be enacted, who is responsible for these actions, and how each mitigation is reported.

ENVIRONMENTAL IMPACTS & MITIGATION OVERVIEW

Table 1-2 was created by listing each environmental impact identified for the project in Chapter 4 of this document. Each impact statement is accompanied by a list of mitigation measures or alternatives, if available, that could be implemented to reduce the impact to a level that is less than significant. Following the entry of each impact and its associated mitigation measures, the level of significance after mitigation is identified. Some impacts cannot be mitigated, and are identified as significant and unavoidable.

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
LAND USE			
Conversion of farmland, to non-agricultural use	S	Funded by ProStyle Sports, the City of Lodi should purchase an equal acreage of agricultural land to compensate for the loss of acreage by the proposed buildings, parking lots, and roads of the ProStyle facility. In coordination with the White Slough Wastewater Master Plan, this agricultural land (at least a portion (210 acres) of the agricultural land) should be used to accept discharged biosolids and industrial effluent that was once discharged onto the ProStyle Sports Complex site. Implementation of this mitigation measure would reduce the impact to a less than significant level.	LS
Inconsistent with zoning	S	The Project and Alternate Site parcels would need to be rezoned to accommodate commercial land uses. Facilities at the Project Site would need to be situated to comply with the airpark's zone of influence. Implementation of this mitigation measure would reduce the impact to a less than significant level.	LS
Incompatible land uses	S	A land use buffer should be incorporated into the design of the facility to reduce possible conflicts from adjacent agricultural uses. The aquatic center should be fully enclosed to avoid effects of crop dusting spray drift on pool water. The alternate site should be designed so that operation and use of the facilities do not disturb or disrupt current land uses, particularly adjacent residential land uses.	LS
Cumulative land use impacts	SU	No mitigation is possible.	SU
Code:			
SU - Significant and Unavoidable	S - Significant	PS - Potentially Significant	LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
GEOLOGY AND SOILS			
Unstable slope conditions	LS	No mitigation is required.	LS
Ground rupture due to location near a surface trace of an active fault	LS	No mitigation is required.	LS
Liquefaction	PS	All structures proposed for the Project must be constructed in compliance with seismic liquefaction requirements stipulated by the current Uniform Building Code for Seismic Zone 3.	LS
Strong ground shaking damage	PS	All structures proposed for the Project must be constructed in compliance with seismic requirements stipulated by the current Uniform Building Code for Seismic Zone 3.	LS
Erosion or Loss of Topsoil	LS	No mitigation is required.	LS
Potential for Expansive Soils	PS	As part of the building permit, ProStyle Sports will retain a registered geotechnical engineer to conduct a detailed, facility-specific soil analysis to determine the location of expansive soils. Where expansive soils are present, the following standard engineering methods shall be used to reduce or eliminate potential impacts from expansive soils: 1) Removal of native soil and replacement with an engineered fill material that is not prone to shrinking and swelling. 2) Soil stabilization, such as lime treatment, to alter soil properties to reduce shrink-swell potential to an acceptable level. 3) Deepening footings or other support structures in the expansive soil to a depth where soil moisture fluctuation is minimized.	LS

Code:

SU - Significant and Unavoidable

S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Cumulative Geology and Soils Impacts	LS	No mitigation is required.	LS
WATER QUALITY AND HYDROLOGY			
Degradation of surface water quality	PS	<p>The City of Lodi is in the process of developing a Wastewater Master Plan, which develops feasible alternatives for wastewater and biosolid disposal to accommodate projected future growth in the City of Lodi. These alternatives take into consideration the possible changes in disposal options with the development of the Project.</p> <p>The City of Lodi will insure that reclaimed water and biosolids, which must be disposed elsewhere as a result of the Project, will be handled in a manner to insure protection of surface and groundwater quality and to insure compliance with existing regulations for the protection of surface and groundwater quality. The City shall obtain up to 210 acres of agricultural land that is or will be within the City limits for biosolid disposal to compensate for the biosolid disposal land to be used for the ProStyle Sports Complex. Plans to properly dispose of the wastewater must be approved by the City prior to Project construction.</p>	LS

Code:

SU - Significant and Unavoidable

S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Degradation of groundwater quality	PS	<p>The City of Lodi is in the process of developing a Wastewater Master Plan, which develops feasible alternatives for wastewater and biosolid disposal to accommodate projected future growth in the City of Lodi. These alternatives take into consideration the possible changes in disposal options with the development of the Project.</p> <p>The City of Lodi will insure that reclaimed water and biosolids, which must be disposed elsewhere as a result of the Project, will be handled in a manner to insure protection of surface and groundwater quality and to insure compliance with existing regulations for the protection of surface and groundwater quality. The City shall obtain up to 210 acres of agricultural land for biosolid disposal to compensate for the biosolid disposal land to be used for the ProStyle Sports Complex. Plans to properly dispose of the wastewater must be approved by the City prior to Project construction.</p>	LS
Increase in flooding	LS	No mitigation is required.	LS
Cumulative Hydrology and Water Quality Impacts	LS	No mitigation is required if project measures are implemented.	LS
PUBLIC HEALTH AND SAFETY			
Use of reclaimed water for irrigation	LS	No mitigation is required.	LS

Code:

SU - Significant and Unavoidable

S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Use of reclaimed water for fire protection	S	<p>Prepare an Engineering Report according to the California Department of Health Services' Guidelines for the Preparation of an Engineering Report for the Production, Distribution and Use of Recycled Water.</p> <p>Submit the Engineering Report for review to the California Department of Health Services, the Central Valley Regional Water Quality Control Board (Central Valley Regional Board), San Joaquin County Public Health Services, the City of Lodi Fire Department and the Delta and Woodbridge Fire Protection Districts.</p>	LS

Code:

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S - Significant

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LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Exposure to chemical release	S	<p>Update the zone of vulnerability analysis of the Risk Management Plan to address the new land use at the proposed ProStyle Sports Complex.</p> <p>Modify the emergency response component of the Risk Management Plan to reflect the change of land use at the project site.</p> <p>Submit the revised Risk Management Plan to the San Joaquin County.</p> <p>An alternative approach would be to change the effluent disinfection system from a chlorine gas/sulfur dioxide system to a sodium hypochlorite/sodium bisulfite system. The City is currently considering this change, which will eliminate the risk of chlorine and sulfur dioxide gas emissions. Sodium hypochlorite and sodium bisulfite are hazardous liquids, so the following measures would have to be implemented:</p> <p>Chemical storage tanks would be equipped with secondary containment to prevent spills</p> <p>The Hazardous Materials Management Plan for the White Slough Pollution Control Facility would be updated to included storage information and site plans for the new chemical storage facilities. The plan update would be in compliance with Federal and State regulations intended to assure the safe handling of hazardous materials and the protection of workers, the public and the environment.</p>	LS
Safety hazards associated with construction	LS	No mitigation is required.	LS

Code:

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S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Potential exposure of the public to disease vectors	S	Amend the White Slough Pollution Control Facility's NPDES permit to incorporate design criteria that minimize the potential for irrigation to create mosquito habitat. Retention basins shall be sized and located so as not to encourage ponding and attract vectors, and yet prevent runoff from the site. Proper location of these basins, proper depth to discourage long-term ponding, and planned irrigation procedures will ensure that retention ponding is minimized.	LS
Safety hazard in the project area due to an airport or airstrip	S	A land use buffer should be incorporated into the design of the facility to increase the distance between the residential area of the proposed project and the surrounding agricultural land use, where aircraft are used to spray crops. The aquatic center should be fully enclosed to avoid effects of spray drift from aircraft on pool water.	LS
Cumulative Health and Safety Impacts	LS	No mitigation is required.	LS

Code:

SU - Significant and Unavoidable

S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
BIOLOGICAL RESOURCES			
Loss of individuals or occupied habitat of endangered, threatened, or rare wildlife or plant species	PS	<p>According to the San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMSCP), construction shall occur during the active period for the Giant garter snake, between May 1 and October 1. Between October 2 and April 30, additional measures are necessary. Mitigation includes limited access within and around the habitat, habitat fencing, pre-construction surveys, and training. Capture and removal of any giant garter snakes on site will be conducted in accordance with USFWS protocol.</p> <p>If Swainson's hawk nest trees are retained and become occupied during construction activities, all construction shall remain a distance of two times the dripline of the tree, measured from the nest. If nest trees are removed, they may be removed between September 1 and February 15, when the nests are unoccupied.</p> <p>Pre-construction surveys for species potentially inhabiting the site shall occur within 60 days of construction commencement. Compensatory mitigation includes off-site preservation of habitat at a ratio of 1:1 acre, or through purchase of banked lands. Alternately, in lieu mitigation funding for habitat purchase or restoration may be utilized at a fee rate as established by the Lodi City Council pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Annual reporting and monitoring are required as established in Section 5.9 of the SJMSCP. Mitigation will be in place prior to any construction activities. The California Department of Fish and Game may require draft and implementation of a 2081 agreement pursuant to the Fish & Game Code.</p>	LS

Code:

SU - Significant and Unavoidable

S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Loss of individuals of CNPS List 2, 3, or 4 plant species	LS	No mitigation is necessary.	LS
Loss of active raptor nest sites	PS	Conduct pre-construction surveys for nesting raptors and other birds, including western burrowing owl. If nesting raptors are identified, construction may not disturb nests within a 75 meter buffer zone for burrowing owl and twice the size of the nest tree dripline for Swainson's hawk during the nesting season or before young have fledged. Burrows not occupied by burrowing owl may be destroyed to prevent future occupation and risk to the species. Outside the breeding season, burrowing owls may be passively relocated and their burrows blocked to prevent re-entry. In addition to these measures, compensatory measures as listed in Mitigation 4.5-1 shall be implemented to maintain alternative habitat for the species.	LS

Code:

SU - Significant and Unavoidable

S - Significant

PS - Potentially Significant

LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Permanent loss of sensitive wildlife habitat	PS	<p>According to the San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMSCP), construction shall occur during the active period for the Giant garter snake, between May 1 and October 1. Between October 2 and April 30, additional measures are necessary. Mitigation includes limited access within and around the habitat, habitat fencing, pre-construction surveys, and training. Capture and removal of any giant garter snakes on site will be conducted in accordance with USFWS protocol.</p> <p>If Swainson's hawk nest trees are retained and become occupied during construction activities, all construction shall remain a distance of two times the dripline of the tree, measured from the nest. If nest trees are removed, they may be removed between September 1 and February 15, when the nests are unoccupied.</p> <p>Pre-construction surveys for species potentially inhabiting the site shall occur within 60 days of construction commencement. Compensatory mitigation includes off-site preservation of habitat at a ratio of 1:1 acre, or through purchase of banked lands. Alternately, in lieu mitigation funding for habitat purchase or restoration may be utilized at a fee rate as established by the Lodi City Council pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Annual reporting and monitoring are required as established in Section 5.9 of the SJMSCP. Mitigation will be in place prior to any construction activities. The California Department of Fish and Game may require draft and implementation of a 2081 agreement pursuant to the Fish & Game Code.</p>	LS
Permanent loss of sensitive native plant communities	LS	No mitigation is required.	LS

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SU - Significant and Unavoidable

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LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Substantially block or disrupt major wildlife migration or travel corridors	LS	No mitigation is required.	LS
Cumulative Biological Impacts	PS	With implementation of the mitigation measures listed above, no additional mitigation is necessary.	LS
TRANSPORTATION			
Cause the LOS at an analysis location within the City of Lodi to worsen from LOS C or better to LOS D or worse	LS	No mitigation is required.	LS

Code:

SU - Significant and Unavoidable

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LS - Less than Significant

Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Cause the LOS at an analysis location within the City of Stockton or unincorporated San Joaquin County to worsen from LOS D or better to LOS E or worse	S	<p>The project applicant shall fund the installation of a traffic signal at the SR 12/Flag City Boulevard intersection and Eight Mile Road/Thornton Road intersection prior to issuance of building permits if a traffic signal is not yet in place. If a traffic signal is already in place (or under construction), the project applicant shall contribute its fair share cost of the signal.</p> <p>The project applicant shall contribute its fair share cost of improving the I-5/SR 12 interchange and the I-5/Eight Mile Road interchange.</p> <p>Realign the segment of Thornton Road south of DeBroggi Road to be realigned (to the east) to connect with Star Street. Realign the segment of Thornton Road north of DeBroggi Road to “tee” into the realigned Thornton Road-Star Street segment. Install a stop sign on the southbound Thornton Road approach and exclusive turn lanes on the realigned Thornton Road-Star Street segment.</p> <p>The project applicant shall develop and implement a Traffic Control Plan (TCP) during special events. The TCP shall be reviewed and approved by City of Lodi and San Joaquin County staff prior to implementation. As part of the TCP, a traffic control officer should be situated at the Thornton Road/DeBroggi Road intersection prior to and after special events to control traffic.</p> <p>During the development of the Traffic Control Plan (TCP), the project applicant should work with San Joaquin County staff to determine if deployment of a traffic control officer is necessary at the Thornton Road/DeVries Road intersection. If deemed necessary, a traffic control officer should be situated at this intersection prior to and after special events to control traffic.</p>	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Worsen already unacceptable operations at an analysis location	S	<p>The project applicant shall contribute its fair share cost for future improvements at the I-5/SR 12 interchange.</p> <p>The project applicant shall contribute its fair share cost of improving the I-5/Eight Mile Road interchange.</p> <p>The project applicant shall fund the widening of the westbound Eight Mile Road approach to the Eight Mile Road/Davis Road intersection to include an exclusive left-turn lane and a shared through/right-turn lane.</p> <p>Prohibit left-turn and through movements from Ray Road onto SR 12 at such time that SR 12 is widened to four lanes through the intersection.</p> <p>The project applicant shall construct a traffic signal at the SR 12/Davis Road intersection prior to issuance of building permits.</p>	LS
Create an inconsistency with policies concerning roadway systems set forth in the General Plans for the City of Lodi, City of Stockton, and San Joaquin County	S	<p>The project applicant shall perform a parking study to determine, to the satisfaction of the City, if adequate on-site parking is provided and if parking is conveniently located throughout the site.</p> <p>The project applicant shall widen Thornton Road to include a third lane for vehicles turning into and out of the project site. In addition, the applicant shall perform an access and circulation study to determine, to the satisfaction of the City, the specific lane configurations and traffic control requirements on Thornton Road along the project's frontage. The study should also analyze vehicular, pedestrian, and bicycle circulation within the project site.</p>	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Create the demand for public transit service above that which is provided, or planned to be provided	S	The project applicant shall work with Lodi Grapeline Service and the San Joaquin Regional Transit District to establish transit service to the site at such time that expected ridership levels would warrant the service and funding is available.	LS
Disrupt or interfere with existing or planned public transit services or facilities	LS	No mitigation is required.	LS
Inconsistent with policies concerning transit systems set forth in the General Plans	S	The project applicant shall incorporate a transit stop with a bus turnaround area within the project site. The transit stop should be constructed with the first phase of development if the project is constructed in phases.	LS
Disrupt or interfere with existing or planned bicycle or pedestrian facilities	LS	No mitigation is required.	LS
Create an unmet need for bicycle or pedestrian facilities	S	The project applicant shall construct a bicycle/pedestrian path linking the north and south portions of the project site to Thornton Road along the project's frontage. Under the alternate site alternative, a Class II on-street bicycle lane shall be constructed on Yosemite Avenue or the primary frontage road to be determined when the site design is finalized.	LS
Inconsistent with policies related to bicycle or pedestrian systems in the General Plans	S	The project applicant shall construct a bicycle/pedestrian path linking the north and south portions of the project site to Thornton Road along the project's frontage. Under the alternate site alternative, a Class II on-street bicycle lane shall be constructed on Yosemite Avenue or the primary frontage road to be determined when the site design is finalized.	LS
Cumulative Impacts	S	Implementation of the above mitigation measures reduces cumulative traffic impacts to a less than significant level.	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
AIR QUALITY			
Construction air pollutants	S	<p>All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover.</p> <p>All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</p> <p>All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.</p> <p>If applicable, with the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.</p> <p>When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of free board space from the top of the container shall be maintained.</p> <p>All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.</p> <p>Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.</p>	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
		Limit on the speed of any haul trucks to 15 miles per hour while on the site.	
		If applicable, install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.	
PM ₁₀ emissions	S	Apply construction air pollutant mitigation measures.	LS
Organic gas emissions	S	Compliance with San Joaquin Valley Unified Air Pollution Control District and California Air Resources Board rules and regulations for the use of solvents, paints and similar materials during construction.	LS
Carbon monoxide increase	LS	No additional mitigation is required.	LS
Odor exposure	S	Preparation of a comprehensive odor control study for the White Slough WPCF (including practices and timing of application of secondary treated effluent, industrial (cannery) waste, and biosolids on adjacent properties, site planning, use of odor masking agents and/or natural masking by landscape vegetation) to identify odor sources and recommend equipment and/or operational changes and practices to reduce odor exposure. Implementation of recommended improvements and/or practices.	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Cumulative Air Quality Impact	S	San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has emission credits available for NOx, PM10 and VOC. The approximate costs are NOx=\$15,000/ton, PM10=\$15,000/ton and VOC=\$8,000/ton. Based on this analysis, only NOx and VOC would need to be offset in the amounts of 4 and 2 tons (one to one offset ratio). Therefore 4 tons of NOx would be \$75,000 and 2 tons of VOC would be \$24,000 for a total of \$99,000. There are also transaction costs of \$10,000 to verify offset the validity, work out the off-set levels, etc. The total out of pocket dollars for Lodi ProStyle would be on the order of \$109,000.	LS
NOISE			
Public exposure to high construction noise	LS	No mitigation is required.	LS
Public exposure to high operation noise	LS	No mitigation is required.	LS
Cumulative Noise Impacts	LS	No mitigation is required.	LS
VISUAL RESOURCES			
Scenic routes, approaches, or highways	LS	No mitigation is required.	LS
Signage	LS	No mitigation is required.	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Views from a high volume travel way, private residences, or public views	SU	No feasible mitigation measures exist to reduce this impact to a less than significant level. However, the impact can be "softened" through the use of project design features. As required by the Lodi and San Joaquin County General Plans, a landscaped buffer and berm system shall be provided around the facilities to minimize direct views. The facilities should also be constructed using materials and colors representative of the existing landscape and visual character.	SU
Create a new source of light or glare	PS	Lighting fixtures shall be cast downward or made of materials that minimize glare and disturbance to adjacent land uses. In addition, landscaping shall be installed to diminish light and glare effects on adjacent parcels and passing motorists.	SU
Cumulative Visual and Aesthetic Impacts	SU	No additional mitigation is possible.	SU
CULTURAL AND HISTORIC RESOURCES			
Impact historical resources	LS	No mitigation is required.	LS
Impact archaeological resources	PS	In the event that buried cultural resources are discovered during the course of project activities, construction operations shall immediately stop in the vicinity of the find and the City shall consult with the appropriate local, state, or federal entities and a qualified archaeologist to determine whether the resource requires further study. Cultural resources could consist of, but not be limited to, artifacts of stone, bone, wood, shell, or other materials, or features, including hearths, structural remains, or dumps.	LS
Impact paleontological resources or unique geological feature	LS	No mitigation is required.	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Disturbance to any human remains	PS	If human burials are encountered, all work in the area will stop immediately and the San Joaquin County coroner's office shall be notified. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited.	LS
Cumulative Cultural/Historical Resources	LS	No mitigation is required.	LS
PUBLIC FACILITIES AND SERVICES			
Increase demand for police, fire, water, wastewater treatment and disposal or solid waste removal	PS	<p>Fire</p> <p>The property may be taken out of the fire districts allowing the City to assume the responsibility for fire service. Then the development fees and tax revenue generated by the sports complex collected by the City would fund the Lodi Fire Department, enabling them to hire additional personnel and obtain additional equipment to adequately serve the site and maintain service levels through the fire/police substation. Construction of the new substation has estimated costs between \$2,000,000 and \$2,500,000. The new fire engine to be housed at the substation is estimated at \$350,000. In addition to these initial costs, the salaries for the 12 firefighters and officers at the substation is estimated at \$672,180 annually. Development fees will provide funding for the substation and fire engine, while annual tax revenues would provide funding for the firefighter and officer's salaries. The new substation would allow the City to provide adequate response times to the site at a lower cost than the Woodbridge/Delta Fire Protection District.</p>	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Increase demand for police, fire, water, wastewater treatment and disposal or solid waste removal	PS	<p>Water</p> <p>Prior to completion of project facilities, the applicant shall provide proof of adequate water supply. The water supply will come from onsite wells. Prior to the design of any on-site facilities, a test well should be drilled to determine the characteristics of the aquifer in order to identify appropriate location and use. Well testing will consist of testing water within various zones of the aquifer. The zones with the best water quality should be selected, and will most likely occur along the southeastern limits of the project site to avoid areas of Delta influence. If the water does not meet acceptable manganese maximum contamination levels, pressure filters will be installed to reduce concentrations to an acceptable level. In addition, the water system will include chlorination as a safety precaution due to the use of recycled water for irrigation on the project site. This impact would then be considered less than significant.</p>	LS

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Table 1-2

Summary of Impacts and Mitigation for the Project Site

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation
Increase demand for police, fire, water, wastewater treatment and disposal or solid waste removal	PS	Police To provide adequate police protection to the proposed project, the Lodi Police Department will need to increase personnel and equipment. An additional 4 officers and one fully equipped staff car will be required as well as the establishment of a new beat which will patrol the project area, totaling \$330,000 in funding (personal communication, Larry Hansen, Lodi Police Department, January 2000, and Ron Tobek, Lodi Police Department, June, 2001). The City may wish to secure monies from the general fund, bonds, a specific financing plan, or an assessment district, or through tax revenues generated by the complex for these improvements and reduce the impact to less than significant. With the procurement of staff, equipment and facilities the projects impacts on police services will be considered less than significant.	LS
Disruption of police, fire, schools, water, wastewater treatment and disposal, or solid waste removal	LS	No mitigation is required.	LS
Cumulative public services impacts	LS	No mitigation is required.	LS
ENERGY			
Demand more energy than available	LS	No mitigation is required.	LS
Cumulative Energy Impacts	LS	No mitigation is necessary.	LS

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CEQA MANDATED SECTION OVERVIEW

Impacts Found Not to Be Significant

CEQA requires that a Draft EIR provide a brief statement indicating why the lead agency determined that various possible significant impacts were actually not significant and were not discussed in detail. This EIR addresses impacts (i.e., changes in the environment as a consequence of project development), regardless of magnitude, to avoid errors of omission (see Chapter 4 - Environmental Setting, Impacts and Mitigation). Impacts found to be less than significant are addressed by a similar level of analysis as impacts found to be significant. Significance of an impact is assessed in relation to the impact evaluation criteria provided in each section. A summary of impacts from Chapter 4, including impacts found to be significant and impacts found to be less than significant, is provided in Table 1-2.

Significant Irreversible Environmental Impacts

The ProStyle Sports Complex Project would irreversibly commit agricultural land to commercial development through the construction of a hotel, retail shopping area, medical center, and indoor sports facilities, parking lots and associated infrastructure.

A majority of the site would be converted to sports fields, and could be returned to agricultural land if desired. However, this caveat is unlikely to be fulfilled given the associated uses listed above.

Growth-Inducing Impacts of the Proposed Project

According to CEQA standards, a project would be considered to have a growth-inducing impact on the environment if it would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth is often induced through one or more of the following actions: extending urban services into a previously unserved area, extending a major roadway into a previously unserved area, or establishing major new employment opportunities.

The ProStyle Sports Complex does extend services such as water and sewage service. These services are available only to the Project through an onsite well or service connections that have the capacity to only serve the Project. Utility services would not be available for additional development in the vicinity of the ProStyle Sports Complex. Roadways would not be expanded to serve new development.

The development of the ProStyle Sports Complex commercial services may be perceived as an opportunity to develop the area between Flag City and the ProStyle Sports Complex for additional commercial development, which may create a development trend in the area. In order for commercial development to take place in this area, San Joaquin County would need to modify their General Plan and Zoning Code, and environmental review would be required.

Environmentally Superior Alternative

The environmentally superior alternative is that alternative that causes the least damage to the environment and best protects natural and cultural resources. For development projects, the environmentally superior alternative is usually the alternative with the least amount of surface disturbance, especially disturbance in areas where there are potential effects on unique or prime agricultural soils, sensitive plant and animal species, or historic and archaeological resources. Surface disturbance also generally equates with noise and dust during construction. To determine the environmentally superior alternative, it is necessary to consider other human factors, such as aesthetics, recreation, and compatibility with existing and planned land uses. Non-environmental factors, such as access, engineering, cost, schedule, and contract issues are not considered, even though they may be important to the development of the project.

Because the No Project Alternative assumes that no development of the project would occur, the No-Project Alternative is the least environmentally damaging. However, the No Project Alternative would not allow the applicant to achieve their objectives for this project. The following table compares the impacts by each alternative.

Based on compliance with existing zoning, less visual change, uses that utilize the reclaimed water and uses that can be easily converted to agricultural use, the Sports Use Only alternative is the environmentally superior alternative that meets the objectives of this project. Although the Manteca Alternate Site would result in fewer environmental impacts to the Lodi site, its location does not meet the objectives of this project, and many of the impacts would be similar at the Manteca site as at the Lodi site, resulting in additional impacts as discussed in Chapter 6 - Alternatives Analysis. In addition, the Manteca Alternate Site is located near the proposed soccer complex in Escalon, which reduces public support and desire for a similar complex in the area. Based on a comparison of the alternatives in Lodi, the Sports Use Only Alternative would result in the least amount of significant and unavoidable impacts, while still maintaining the primary goals of this project. Therefore, the Sports Use Only Alternative is considered the environmentally superior alternative.

Table 1-3

Comparison of Impacts by Alternative

Impact	Proposed Project	Sports Use Only Alternative	Manteca Alternate Site	No Project Alternative
Land Use				
Conversion of farmland, to non-agricultural use	●	●	●	==
Inconsistent with zoning	⊙	==	⊙	==
Incompatible land uses	⊙	⊙	⊙	==
Cumulative land use impacts	●	●	●	==
Geology and Soils				
Unstable slope conditions	==	==	==	==
Ground rupture due to location near a surface trace of an active fault	==	==	==	==
Liquefaction	⊙	⊙	⊙	==
Induce seismicity	==	==	==	==
Strong ground shaking damage	⊙	⊙	⊙	==
Erosion or Loss of Topsoil	○	○	○	==
Potential for Expansive Soils	⊙	⊙	○	==
Cumulative Geology and Soils Impacts	==	==	==	==
Water Quality and Hydrology				
Degradation of surface water quality	⊙	⊙	⊙	==
Degradation of groundwater quality	⊙	⊙	⊙	==
Increase in flooding	==	==	==	==
Cumulative Hydrology and Water Quality Impacts	○	○	○	==
Public Health and Safety				
Use of reclaimed water for irrigation	○	○	○	==
Use of reclaimed water for fire protection	⊙	⊙	⊙	==
Exposure to chemical release	⊙	⊙	⊙	==
Safety hazards associated with construction	○	○	○	==
Potential exposure of the public to disease vectors	⊙	⊙	⊙	==
Safety hazard in the project area due to an airport or airstrip	⊙	⊙	○	==
Cumulative Health and Safety Impacts	○	○	○	==
Biological Resources				

== No impact

○

Less than significant impact; no mitigation proposed

⊙

Significant impact; less than significant after mitigation

●

Significant impact before and after mitigation

Impact	Proposed Project	Sports Use Only Alternative	Manteca Alternate Site	No Project Alternative
Loss of individuals or occupied habitat of endangered, threatened, or rare wildlife or plant species	⊙	⊙	⊙	==
Loss of individuals of CNPS List 2, 3, or 4 plant species	○	○	○	==
Loss of active raptor nest sites	⊙	⊙	⊙	==
Permanent loss of sensitive wildlife habitat	⊙	⊙	⊙	==
Permanent loss of sensitive native plant communities	○	○	○	==
Substantially block or disrupt major wildlife migration or travel corridors	○	○	○	==
Cumulative Biological Impacts	○	○	○	==
Transportation				
Cause the LOS at an analysis location within the City of Lodi to worsen from LOS C or better to LOS D or worse	○	○	==	==
Cause the LOS at an analysis location within the City of Stockton or unincorporated San Joaquin County to worsen from LOS D or better to LOS E or worse	⊙	⊙	==	==
Worsen already unacceptable operations at an analysis location	●	●	==	==
Create an inconsistency with policies concerning roadway systems set forth in the General Plans	⊙	⊙	==	==
Create the demand for public transit service above current or planned levels	⊙	⊙	==	==
Disrupt or interfere with existing or planned public transit services or facilities	○	○	==	==
Inconsistent with policies concerning transit systems set forth in the General Plans	⊙	⊙	==	==
Disrupt or interfere with existing or planned bicycle or pedestrian facilities	○	○	○	==
Create an unmet need for bicycle or pedestrian facilities	⊙	⊙	⊙	==
Inconsistent with policies related to bicycle or pedestrian systems in the General Plans	⊙	⊙	⊙	==
Cumulative Impacts	⊙	⊙	==	==
Air Quality				
Construction air pollutants	⊙	⊙	⊙	==
Construction PM ₁₀ emissions	⊙	⊙	⊙	==
Construction organic gases	⊙	⊙	⊙	==

== No impact

○

Less than significant impact; no mitigation proposed

⊙

Significant impact; less than significant after mitigation

●

Significant impact before and after mitigation

Impact	Proposed Project	Sports Use Only Alternative	Manteca Alternate Site	No Project Alternative
Traffic carbon monoxide	○	○	○	==
White Slough WPCF and biosolid odors	⊙	⊙	○	==
Cumulative increase in emissions	●	●	●	==
Noise				
Construction noise	○	○	○	==
Operation noise	○	○	○	==
Cumulative noise impacts	○	○	○	==
Visual Resources				
Scenic routes, approaches, or highways	==	==	==	==
Signage	○	○	○	==
Views from a high volume travel way, private residences, or public views	●	●	●	==
Create a new source of light or glare	●	●	●	==
Cumulative Visual and Aesthetic Impacts	●	●	●	==
Cultural and Historic Resources				
Impact historical resources	==	==	==	==
Impact archaeological resources	⊙	⊙	⊙	==
Impact paleontological resources or unique geological feature	==	==	==	==
Disturbance to any human remains	⊙	⊙	⊙	==
Cumulative Impacts to Cultural and Historical Resources	○	○	○	==
Public Facilities and Services				
Increase demand for police, fire, water, wastewater treatment and disposal or solid waste removal due to project operation	⊙	⊙	⊙	==
Disruption of police, fire, schools, water, wastewater treatment and disposal, or solid waste removal caused by project construction	○	○	○	==
Cumulative demand for public services and facilities	○	○	○	==
Energy				
Demand more energy than providers can deliver	○	○	○	==
Cumulative Energy Impacts	○	○	○	==

== No impact



Less than significant impact; no mitigation proposed



Significant impact; less than significant after mitigation



Significant impact before and after mitigation